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Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 9th August, 1910. [a1918]

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Hongkong, 16th April, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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Hongkong, 14th July, 1910. [a1924]

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The Daily Press.

HONGKONG, AUGUST 12TH, 1910.

WHATEVER other merit the book may possess the publication of "Peace or War East of Baku?" by Mr. E. J. Harrison is valuable for the information it supplies regarding the Russian position and Russian policy in the Far East. On no subject is it more instructive than with regard to Harbin and its foreign settlement, and as the powers of the municipality there have recently been the subject of international communication it is worth while learning some of the facts of a situation which is of interest to all who have any concern with China. It will be remembered that several Powers protested last year against the levying of certain taxes by the Russian municipality on the ground that Russia could not legally demand such payments in a city where all foreigners had equal rights. Harbin is in the Chinese province of Manchuria, and Russia, as is known, has here acquired a predominance which is perhaps not unnatural in the circumstances, but which has roused a certain amount of jealousy and prejudice on the part of others Powers. Otherwise it is difficult to appreciate the somewhat illogical attitude taken by the Powers who protested. The equal right of all foreigners is not denied by Russia, as was suggested by those who protested, and every other Power, Mr. Harrison tells us is at liberty to establish its own settlement at Harbin if it wishes; but no effort has been made to take advantage of this right. Now, if, say, a German community decided

to establish a settlement there, would it not find difficulties in the way of purchasing a site too great to be overcome? We do not say that land would be withheld, or offered at a prohibitive rate, but we can imagine that the temptation to do so would be strong, and another authority, Mr. PUTNAM WEALE, has told us that the conditions prevailing there make the growth of independent settlements impossible. However, we are quite prepared to accept Mr. HARRISON's statement that all foreigners, with singular unanimity, prefer to live on the Russian settlement. That is probably because these other foreign communities are at present too small to stand alone. Mr. HARRISON also tells us that the majority of these foreign residents, on entering the settlement, signed a written undertaking whereby they agreed to pay their proper share of such local levies as might be deemed requisite from time to time for the upkeep of the settlement. In these circumstances the action of certain foreigners in refusing to contribute to the maintenance of the community in which they live and whose protection they enjoy certainly seems ungenerous, to say the least. This position now, says Mr. HARRISON, is analogous to that obtaining in Shanghai or Tientsin, and he pertinently asks what would an Englishman, a German, or a Frenchman have to say in favour of the alien, who, albeit a resident of the English, French or other settlements in these cities, nevertheless declined to conform to the local regulations therein existing. "Sovereign rights in Shanghai," he adds, "belong to China, but municipal arrangements depend solely upon the administration of the settlement. The situation is almost on all fours with this at Harbin. Harbin has been opened to foreign trade, and areas have been set aside there for the establishment of settlements on identical the same conditions as those obtaining in other settlements of Europeans elsewhere in China." This seems like an overstatement of the facts. If national settlements be contemplated, rather than the international settlements which China favours, it seems strange that none of the other nationalities have attempted to form such settlements. German interests are represented more strongly in Siberia than elsewhere, and it is not surprising that they should have endeavoured to create its own establishment here. Having said this, it has to be admitted that the protests which have been made seem ungenerous when it is borne in mind that the administration of the concession at Harbin, falling as it did within the railway zone, was originally vested in the Russians; the agents of the Government, the Chinese Eastern Railway Company, voluntarily transferring the right of public administration to the residents themselves. The extent of this concession will be realised by quoting from Mr. PUTNAM WEALE's book on "The Coming Struggle in Eastern Asia," in which he remarks: "The railway concession at Harbin alone measures over a hundred square versts, and is so shaped as to comprise all the land on both banks of the Sungari, and as much in the immediate proximity of the railway as to make the growth of independent settlements entirely impossible." These statements go to prove that Russia has been at any rate conciliatory, and in the circumstances the Powers could not do other than yield the point of municipal administration on it being made clear that Russia did not claim any right of legal jurisdiction over the persons of foreign subjects resident in Harbin or elsewhere within the railway zone. The "friendly" protests, as they were termed, may have had another origin, and that is, the distrust felt by many Europeans towards government by Asiatics. The Chinese participate in the municipal franchise and municipal administration, and the following caustic comment by the *Novos Vremya* does not seem altogether uncalled for: "They (the protesting residents) do not understand how any active share in the administration of a European population can be extended to the yellow races. A German, Englishman or American cannot reconcile himself to the thought that he will have to submit to the decision of a Municipal Council which is composed not only of Europeans, but also of Chinamen." Prejudice of this character certainly exists, and while the precedent of Shanghai may be quoted in support of this objection, we in Hongkong have, on the other hand, accorded the Chinese residents a measure of representation which has worked to the general advantage of the Colony; and in the special circumstances at Harbin there is even more justification for admitting the Chinese residents in the concession to a share in its government.

H.M.S. *Actress* left Shanghai on Wednesday for Hongkong.

M. Francois Deloncle, formerly Deputy of Cochinchina, has been elected president of the committee for Commerce and Industry of Indo-China.

The Bishop of Victoria is announced to preach on Sunday next, August 14th, at 11 a.m., at St. Stephen's Chinese Church, and in the evening, at 5.45, at St. John's Cathedral.

A new gold mine has been discovered at Hsuan, in South Fyongan province, Korea. The area of the mine is not extensive, but the quality of the ore is reported to be excellent.

Two American bluejackets were fined \$5 each at the Magistrate yesterday for disorderly conduct and throwing a rubbish into the harbour. They were also ordered to each pay the costs \$2 compensation.

A Chinese youth was convicted of snatching an earpick from a Chinese lady in Stanley Street and was ordered by Mr. E. B. Mallifair at the Magistrate yesterday to go to prison for three months and to receive twelve strokes with the birch.

The steamer *Gregory Apeur* was leaving port on Wednesday when a Chinaman was seen to jump overboard. He was picked up by the steamer *Hing Lee*, which was returning from Macao, and he explained that, having been forced to go on board, he took the first opportunity of leaving.

A Chinese was arrested on board the *Gregory Apeur* on Wednesday as the steamer was leaving for Singapore. He was one of the men wanted on a charge of robbery near Shaikwan on the 4th inst., when two men entered an old woman's house, caught her by the throat, and pulled a silver bangle from her wrist.

The auction of the property in Hollywood Road and Lyndhurst Terrace recently advertised took place yesterday. It was purchased by Mr. Chung Chiu Tsun for \$120,500. Mr. G. P. Lammert was the auctioneer and Messrs. Johnson, Stokes and Master, solicitors for the vendor.

A recent American Consular report says:—The first mill in Siam was built by American engineers in 1858, and since that period the industry has gradually increased until at present it supports 47 rice mills, which, besides milling rice for local consumption, furnished milled rice for export to an amount which has averaged about 1,000,000 tons yearly for the last five years.

Another case of "flying the white pigeon" as it is termed came before the Magistrate yesterday, when a man and woman were charged with conspiring to defraud a man out of \$200. It appeared that the defendants sold a little girl to the complainant for the sum mentioned, and she was handed over to him. Next day she came, accompanied by another girl. On the way she met the man who sold her, and he, alleging that the girl had been beaten and ill-treated, rushed her off in a ricksha, leaving the astonished custodian on the street.

According to present arrangements the opium trade between India and China should cease by the year 1917, provided, of course, China fulfils her part of the obligations. Meanwhile the Government of India are taking steps for restricting the area of cultivation and the reduction of establishments. A despatch has been sent home for the amalgamation of the Patna and Benares Agencies into one, concentrating the entire establishment at Ghazipur under the administrative control of the Government of the United Provinces. It is intended to carry out the amalgamation by the autumn.

It is stated in the Indian Press that a report received from the treaty port of Wuhu on the Yangtze river speaks of large quantities of indigenous opium coming up the river from the sea. This opium presumably hails from North China, where but little interference appears to have taken place with the cultivation of opium. It is possible, remarks the *Pioneer*, that the importation of this indigenous opium at the treaty ports may to some extent account for the large imports of opium about which the Chinese authorities profess to be so much concerned at the moment.

Regarding the statement which has found publication to the effect that the Younghusband Treaty of 1904 is to expire this month, there is no question of any treaty made with China and Tibet coming to any such sudden end. What may expire on August 31st is the self-denying ordinance attached to the Anglo-Russian Convention of 1907, whereby in a supplementary agreement the contracting Powers undertook not to allow for a period of three years, entry into Tibet of any scientific mission whatever. It was expressly stipulated in this supplementary agreement that when the three years' term has expired, two Powers should consult together as to the desirability of any ulterior measures with regard to scientific expeditions to Tibet. The result of the self-denying ordinance, says an All-India despatch, has been to leave open the field of exploration in Tibet to any one who does not happen to be either a Russian or British subject. But the facts are opposed to this statement. Dr. Sven Hedin, for instance, was only able to enter Tibet by defying prohibitory orders.

THE KING AND THE EMPIRE.

An Ottawa message says:—The rumour that their Majesty King George and Queen Mary may make a tour of the Empire is beginning to attract attention here. The *Ottawa Citizen* hopes that the rumour is correct and says there is no more reason why the King and Queen should not visit Canada, Australia and South Africa than that they should not visit Scotland or Wales. The *Ottawa Citizen* adds that the Canadian visit is just the time and with more comfort than a British monarch could visit Scotland one hundred years ago.

TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

(REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS.")

THE PEACE OF THE BALKANS.

A PLAIN WARNING BY THE POWERS.

LONDON, August 11th.
A Constantinople message states that according to statements made in official circles the Powers have informed Bulgaria that if any severities are practised in Macedonia they must be now discontinued. The Powers are determined to prevent by force if necessary any breach of the peace of the Balkans.

THE TIBETAN QUESTION.

VIEWS OF THE RUSSIAN GOVERNMENT.

LONDON, August 11th.
The St. Petersburg correspondent of "The Times" says in reference to Colonel Younghusband's recent articles on the situation in Tibet, that the Russian Government does not contemplate taking the initiative in revising the Agreements with a view to the appointment of British and Russian representatives at Lhasa, together with a right of interference in the internal affairs of Tibet otherwise than through Peking. The Government of Russia, however, would favourably regard a proposal of that character by Great Britain.

DR. JAMESON ON THE FAMOUS RAID.

LONDON, August 11th.
Dr. Jameson, speaking at Durban, made a reference to the raid on the T. for which he had led in 1895, and He said although the raid was badly carried out and the leaders were thoroughly deserving of punishment, it was nevertheless a step in the direction of federation. It was not sought by the raid to replace Dutchmen by Englishmen.

DIPLOMATIC DISCUSSIONS AT MARIENBAD.

LONDON, August 11th.
Router's correspondent at Constantinople reports that the Grand Vizier has gone to Marienbad for two months, where he will meet Baron von Aehrenthal (Minister of Foreign Affairs for Austria-Hungary), and probably also Herr von Kiderlen (the German Foreign Secretary).

THE ROMANCE OF MISSIONARY ENTERPRISE.

The Rev. Arthur Ward deals in a most interesting manner with the romantic story of missionary exploration in the July number of *Travel and Exploration*, and in view of the great interest taken in the World's Missionary Conference at Edinburgh, this article should be of distinct topical interest. Mr. Ward's article deals mainly with the Moravian Mission, and certainly in the field of geographical research and discovery the Moravian missionaries have incidentally taken the highest rank. It is emphatically the pioneer mission. From Labrador to Surinam, from the frozen solitudes of Tibet and the snowy wastes of Alaska to the sun-scorched plains of Queensland, will be found an outpost of the Moravian Mission.
There are a few great explorers whose names are known to everybody; but the real pathfinders are unknown men—missionaries, adventurers, colonists, hunters, trappers, and native guides. Novelists from Defoe down to E. L. Stevenson have gone to them for the raw material of romance; while the serious historian of exploration does not hesitate to acknowledge his indebtedness to the work of the unknown pioneer or obscure adventurer. When Scott does not know what to do with the hero of *St. Ronan's Well*, he makes him disappear among the Moravian missionaries. Fenimore Cooper's backwoodsman and Indian know them. McClure takes one as an interpreter on his expedition in search of Franklin. Another goes with Nordenskiöld and is drowned on his way back to Greenland. Sven Hedin disappears into Tibet from one Moravian mission-station and reappears at another. Stein, returning from his second journey to Central Asia, calls to his aid a Moravian missionary, who crosses several high mountain chains by forced marches, performs a successful operation in difficult circumstances, and carries his patient safely home to Lehigh. Dillon Wallace, having found the "Lost Trail" in Labrador, travels homeward by a chain of Moravian mission-stations for five hundred miles.

SUPREME COURT.

Thursday, August 11th.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

TRIAL OF PARTNERSHIP ISSUE.

Before his Honour the Chief Justice and a jury the trial of the partnership issue in the action between Tang Wong Shi and Lai Chi Chin and the Cheong Hing Steamship Co. was concluded. The issue was to decide as to whether Lai Chi Chin was on the 4th and 10th days of January, 1908, or on either of such days, a partner in the Cheong Hing Steamship Co., lately carrying on business in this Colony, or liable as a partner in such company or firm.

The jury empanelled was composed of Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, G. C. Cruickshank and H. Tillman.

Mr. Eldon Potter, instructed by Mr. P. W. Golding (of Messrs. Golding, Barlow & Morrell), appeared for the plaintiff, and Mr. W. Slade, K.C., instructed by Mr. Hinds (of Messrs. Bruton & Hett), represented the defendant.

Counsel addressed the jury and his Lordship directed them.

At 1.35 the jurors retired, and returned into Court at 2.25 p.m. The foreman then announced that by a majority of four to three they found that the defendant was a partner in the Cheong Hing firm.

His Lordship entered judgment for the plaintiff with costs.

On the application of Mr. Slade a stay of execution for fifteen days was granted.

The jury added the following rider to their verdict:—The jury wish to bring to your Lordship's notice that they are of the opinion that the facts disclosed in this action emphasise the absolute necessity for the compulsory registration of all partnerships.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PIERCE JUDGE).

ALLEGED DEFECTIVE LEATHER.

The Sun Sang Yuen firm proceeded against the Navigazione Generale Italiana to recover the sum of \$701.51 for damages for breach of conditions of a bill of lading, of which plaintiffs were the holders, for 21 bales of leather carried on board the s.s. *Ischia*, of which defendants are the owners, from Penang to Hongkong.

Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon) appeared for the plaintiffs, and defendants were represented by Mr. C. G. Alabaster, instructed by Mr. A. Jackson (of Messrs. Johnson, Stokes & Master).

Mr. Looker, after reading the pleadings, said the action was for damage to cargo. The defendants said the goods were received on board, and if any damage occurred it was occasioned by the bill of lading, that the goods were in good order and condition, but they said there was some inherent vice in the goods which caused them to deteriorate on the voyage. If they were maintaining that the statement in the bill of lading was wrong, they should have pleaded it, but they did not. They contended that externally the goods were in good order and condition, but the defendants denied that they were in good order and condition. That being so, the burden was on them to establish that the leather was not in good order and condition.

Mr. Alabaster submitted that it was not for him to begin. Defendants' solicitor took great pains to point out that the statement of defence did not mean what it said. They had denied in their pleadings that the goods were shipped in good order and condition.

His Lordship held that the onus was on Mr. Looker.
Mr. Looker stated that the plaintiffs shipped on board the defendants' ship 21 bales of leather coming to this Colony from Penang, Siam and Singapore. Externally the leather with which the present parties were concerned was quite right to the eye, but when the leather arrived here it was practically black, and plaintiff now claimed on the shipowners under this bill of lading, in which it was expressly stated that the goods were shipped in good order and condition from Penang. The terms of the bill of lading put an obligation on the master of the ship to see that each bale of leather had a name on it, and that it impinged upon the master the duty of inspecting the leather. And if he looked at each bale, he must get some idea of what condition the shipment was in.
Evidence was led and the hearing adjourned.

STABLE BOY TO OWNER.

BLACKSMITH'S SON WHO GREW RICH BY BACKING HORSES.

The estate of Mr. John Hammond, of The Lawn, Exning, Newmarket, a well-known racehorse owner, has been valued at £224,649 (gross), with net personally £222,220.
Mr. Hammond, died at Wimbledon in June, after a remarkably varied and successful career. He was the son of a blacksmith of Newmarket, and his first work was as stable-boy. He afterwards became a professional baker, and later on an owner of racehorses. He owned St. Gatien, one of the two horses which ran a dead-heat in the Derby in 1894. He was a rare instance of a man making a large fortune on the turf partly by means of backing horses.
The following are some of the fortunes left by him connected with the turf:
Mr. William Pock, turf commission agent of Sheffield and Rochampton £533,699
Mr. Fred Archer (estimated) 120,000
Mr. James O'Connor, bookmaker 120,000
Mr. Matthew Dawson, trainer 11,994
Mr. Alexander Waugh, trainer 2,953
Mr. Robert Peck, trainer and breeder 15,667
Mr. John Boardman, jockey 9,618
Mr. Young Robertson Graham, breeder 8,330
Mr. James Jewitt, trainer 35,852

THE JAPAN-BRITISH EXHIBITION.

DISTRIBUTION OF AWARDS.

Prince Arthur of Connaught presided last month at the distribution of the first instalment of awards adjudicated by the superior jury of the Japan-British Exhibition. The proceedings were held in the Congress Hall, the awards to the British exhibitors being distributed by Baron Ours, president of the Imperial Japanese Commission to the Exhibition, and the Japanese exhibitors by the Duke of Norfolk. There was a large gathering, and among those who had accepted invitations to be present were—The Japanese Ambassador, Lord Blyth, Lord Welby, Lord Halden, Lord Kinnaird, Lord Lonsdale, Lord Darnley, Lord Rathfriland, Lord Kinnaird, Lord Glantworth, Sir John Cockburn, Sir C. Rivers, Wilson, Sir H. Trevelyan Wood, Sir Rowton Redwood, Sir A. K. Rolit, Sir Henry Morris, Sir Alexander Pollock, Sir George Wyatt Truett, Sir W. B. Richmond, the Hon. Arthur Stanley, and Mr. Innes Kinnaly (Commissioner-General).

MESSAGE FROM THE KING.
During the proceedings Prince Arthur read the following telegram which he had received from the King:—

I heartily congratulate you and the committee upon the success of the Exhibition, and I fully recognize that the excellent results are largely due to the valuable services rendered by those entrusted with the Exhibition and the carrying out of this undertaking.

PRINCE ARTHUR OF CONNAUGHT'S SPEECH.

Prince Arthur of Connaught, in opening the meeting, said:—

The occasion which brought them together was one which he believed was unique in the history of exhibitions, and it was also an important one to all of those who had worked so diligently for the success of that great enterprise. He believed that in the case of almost all past exhibitions of importance, the Japanese exhibitors by the various group and class juries did not take place until a much later period, during which the exhibition was being held, and he also believed that in many cases the diplomas were not handed to exhibitors until a year after the conclusion of the exhibition. It was therefore a particular source of satisfaction to him as honorary president to congratulate all those who had contributed to that record which had been made, not only by having the diplomas ready on the day of the opening of the Exhibition, but also by being able to distribute them at such an early date as July 15. They could safely say that no exhibition of which they had as yet any record had been so nearly complete on the opening day, not only in regard to its exhibits, but also its publications. The total number of awards to be distributed was between 5,000 and 6,000, and they were practically equally divided between the two nations participating in the Exhibition. Their Japanese friends had gained a greater number of competitive awards, but the larger proportion of British exhibitors in the important sections of fine arts, science, education, and photography, as well as in the various Government and municipal departments, had preferred a non-competitive award, which would simply show that their exhibits were considered worthy specimens of British excellence in their particular sections on the occasion when the two island Empires were for the first time engaged in friendly rivalry.

They had all very much regretted, he continued, that the Exhibition could not be opened with that *clat* which their late King had so much desired, for he had taken a personal interest in every detail connected with the exhibition, and everybody concerned in the Exhibition was deeply grateful to King George for his deep interest and sympathy which he had shown to the movement throughout. The telegram from the King was only another proof of the great interest His Majesty had evinced throughout. Credit was due to all those who had worked so hard towards the great success which the exhibition had now attained and they might be assured that it would be a means of binding together still more closely the two Empires and would enormously improve the commercial relations between their two peoples (Heat, hear, ho!).
The Japanese Ambassador said that the Exhibition had already attained a degree of success which was thought almost impossible at the outset, and that result was due to the hard work of all concerned. On behalf of his Government he begged to offer his warm thanks and congratulations to Prince Arthur of Connaught, the honorary president, the Duke of Norfolk, the president, and all who had taken part in the Exhibition. He was convinced that their efforts had been successful in strengthening the most cordial relations that already existed between Great Britain and Japan.

The Duke of Norfolk referred to the enormous amount of energy given in Japan to their section of the Exhibition. Exhibitions which had been held in Japan at the very door of the exhibitors had been a great success. They felt that it was no ordinary giving of awards that they were carrying out on the occasion. Those who had obtained awards and those who had not all felt that in taking part in that rivalry they had not only been carrying forward commercial enterprise, but had done something towards bringing about a mutual feeling of esteem between the two Empires.
Baron Ours, who spoke in Japanese, expressed the thanks of the Imperial Japanese Commission to the people of the United Kingdom for the earnest efforts which they had made to ensure the success of the Exhibition.

THE INDIAN BUDGET AND OPIUM.

Mr. Montagu, Under Secretary of State for India, in introducing the Indian Budget in the House of Commons last month detailed India's limitation of the output of opium, and said China claimed the loss of revenue more than three-tenths. There was no absolute proof, but there was reason to doubt it. His Majesty's Government had therefore waited the production of statistical proofs, and offered China an extension of the agreement for three years more. The opium revenue for 1911-1912 and 1912-13 was provisionally estimated at three millions sterling. Thus the first five years of the agreement would not involve serious loss, but the loss was likely to be all the more serious in the concluding five years. With reference to opium output during the period, Mr. Montagu pointed out that China herself had suggested ten years, and did not suggest any reduction. Any alteration would involve serious administrative and financial considerations, and possibly put an intolerable strain upon the temper of the Indian taxpayers and cultivators of poppy, and upon relations with Native States. The Indian Government and His Majesty's Government were examining in a friendly spirit America's tentative programme for the Conference at The Hague, but they could not agree to a discussion of Great Britain's diplomatic relations with China. It was also desirable to know whether the powers were willing to deal with the exportation of morphine and cocaine to the East.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th, 24-Lieber's.

NEW ADVERTISEMENTS

LOST.

STRAYED from Mountain Lodge, The Peak, a BLACK CHOW PUPPY, with Collar, age 5 Months, the Property of LADY MAY. Finder will be Rewarded. Hongkong, 12th August, 1910. [932]

COLLEGIO DE SANTA ROSA DE LIMA. A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES. MACAU.

UNDER THE PATRONAGE OF HIS LORDSHIP THE BISHOP OF MACAU.

THE Classes of the above establishment will RE-OPEN on the Ninth of September next. The teaching of Foreign Languages forms the principal feature of the College; all the Teachers being European. Portuguese, English, French and German are taught by Qualified and Experienced Teachers. There are four Portuguese Lady Teachers from Portugal, two English, two French and one German, all possessing diplomas of Certified Trained Teachers.

Beside Languages, the Girls are taught in their own Languages Geography, History, Arithmetic, Religion, Morality and Civility. Music, Vocal and Instrumental; Painting, Oil and Water-colour; Needlework and Embroidery are taught by the same efficient staff of Ladies. The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class-Rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the Children are the objects of special care. A monthly report of the progress and behaviour of the Girls is sent to the Parents. For terms and particulars apply to— THE LADY SUPERIORESS. Hongkong, 12th August, 1910. [933]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE "CATHERINE APCAR."

Captain G. J. Hudson will be despatched for the above Ports on TUESDAY, the 16th inst. at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 12th August, 1910. [934]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS,"

Captain B. Bodnar, will leave for the above places on FRIDAY, the 19th inst.

This Steamer has ample accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess. For Freight or Passage, apply to SANDELL, WHEELER & Co., Agents, Princes' Building. Hongkong, 12th August, 1910. [3]

WANTED.

A FIVE or SIX ROOMED HOUSE, PEAK, about 1st November, for 12 Months or more. Furnished preferred.

S. W. D. H., Care of "Daily Press" Office. Hongkong, 8th August, 1910. [912]

MESS.

ENGLISHMAN, with Well-Furnished Small House at Peak, wishes to meet with Man to share same.

Apply—Care of "Daily Press" Office. Hongkong, 9th August, 1910. [920]

NOTICE.

TRANSLATIONS OF LEGAL and ENGINEERING DOCUMENTS from Portuguese, French and Spanish Languages into English and vice-versa, as well as Documents of any description, made by an Experienced Translator.

For terms, apply to—"ARGENTUS," Care of P.O. Box No. 1134. Hongkong, 10th August, 1910. [927]

VIENNA CAFE CO., (1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF.

Hongkong, 23rd July, 1910. [855]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors, N. J. STABB, Acting Chief Manager. Hongkong, 3rd August, 1910. [897]

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, Declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 9th August, 1910.

Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. Hongkong, 9th August, 1910. [926]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association of the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 1st August, 1910. [894]

FOR SALE

FOR SALE.

VALUABLE PROPERTY on the middle avenue (Parkes Avenue), British Consession, Shamoen, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it. Particulars upon application. Address: Care of "Daily Press" Office. Hongkong, 1st August, 1910. [889]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE - - - - \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK of Gentlemen's & BOSE (SOCKS) assorted Shade and Designs, also ROSE GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS, Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIES and SCARFS, DRESS TIES, Black and White, HANDKERCHIEFS, STAIN and HEM-SHEDDING COTTON and LINEN DRESSING HAIR BRUSHES and COMBS, &c., &c., &c.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th July, 1910. [707]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 25th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. STERN & Co. Hongkong, 6th March, 1907. [38]

NOTICE.

THE Underigned have received instructions to sell by Public Auction, On TUESDAY and WEDNESDAY, the 16th and 17th August, 1910, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENTS, SUNDRY ODD and SURPLUS NAVAL and VICTUALLING STORES, Comprising:—

OLD and SURPLUS NAVAL STORES: CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAT SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, CORDAGE, PAPERSTUFF, &c., &c.

OLD and SURPLUS VICTUALLING STORES: PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued. Lots will be on View on afternoon of August 15th.

TERMS OF SALE.—As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 3rd August, 1910. [900]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1909, £19,875,357.

I. Authorized Capital ... £5,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,483,136 6 7

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 19th July, 1910. [783]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [364]

SIEN TING SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [432]

AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by PUBLIC AUCTION, TO-DAY (FRIDAY), the 12th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell St., Victoria, Hongkong.

IN THREE LOTS. The following VALUABLE LEASEHOLD PROPERTIES situated at Victoria, Morasid, viz:—

LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of MARINE LOT No. 116, together with the message erections and buildings thereon known as No. 5, Stone Nullah Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$15.35.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as SECTION F of MARINE LOT No. 116, together with the message erections and buildings thereon known as No. 3, Stone Nullah Lane, Area 894 square feet. Term 999 years. Annual Crown Rent \$14.93.

LOT 3. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G of MARINE LOT No. 116, together with the message erections and buildings thereon known as No. 1, Stone Nullah Lane, Area 943 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale apply to—Messrs. JOHNSON STOKES & MASTER, Frisco's Buildings, Ice House Street, Solicitors for the Vendor, or to Mr. GEO. P. LAMBERT, The Auctioneer. Hongkong, 1st August, 1910. [890]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1910, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at the Peak, in the Colony of Hongkong, for a term of 75 years, commencing from 10th December, 1877. [914]

PARTICULARS OF THE LOT.

No. of Bldg.	Registry No.	Locality	Room day Measurements.	Contents	Area	Annual Rent	Upst. Price.
			Feet	Feet	Feet	Feet	\$
			430	443	121 1/2	—	20,000
							2,000

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TO LET

TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street. Apply to—Messrs. PERRY SMITH & FLEMING, 5, Queen's Road, Hongkong, 2nd June, 1910. [440]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—J. HENNESSEY SETH, No. 4, Ice House Street, Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 1, ORMEY TERRACE, Kowloon, and No. 4, SEYMOUR ROAD, Hongkong. Apply to—SPANISH DOMINICAN PROCUSSION. Hongkong, 3rd August, 1910. [879]

TO LET.

NOS. 19 and 23, SHELLEY STREET, Kowloon. Furnished or Unfurnished. Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road, Central, Hongkong, 3rd March, 1910. [363]

TO LET.

THE FIVE-ROOMED HOUSE, known as "Biston," situated on Plantation Road. For Particulars, apply to—DENNIS & BOWLEY. Hongkong, 9th August, 1910. [922]

TO LET.

HOUSE, in Knutsford Terrace. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1910. [88]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yamat, Area 55,220 square feet, with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on; Tennis Court. Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road, Central, 1st Floor, Hongkong, 28th July, 1910. [875]

TO LET.

NO. 21, CONDUIE ROAD, Clifton Gardens, GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road, No. 1, RIFON TERRACE. OFFICES in YORK BUILDING, No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1910. [87]

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

TO LET.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1910. [781]

TO LET.

NO. 3, GOUGH HILL (104A, THE PEAK), Partly Furnished. Apply to—S. J. DAVID & Co. Hongkong, 12th August, 1910. [782]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices. Apply to—GODOWN in MASON'S LANE. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

TO LET.

NO. 2, HOLLYWOOD ROAD. No. 2, OLD BAILEY. Immediate Possession. Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road Central, Hongkong, 4th July, 1910. [800]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1910. [89]

TO LET

TO LET.

NO. 16, WYNDHAM STREET. From 1st September, 1910. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbutnot Road, Hongkong, 8th August, 1910. [913]

TO LET.

NO. 14, SEYMOUR TERRACE, from 1st July. Apply to—COMPRADORE DEPT. Care of Messrs. GIBB, LIVINGSTON & Co. Hongkong, 7th June, 1910. [724]

TO LET.

FURNISHED SUITES. DRAWING ROOM, BED ROOM and BATH, with Board, Tennis Court. To be Opened October 1st. Apply to—Mrs. OUTERBRIDGE, 5, Knutsford Terrace, Kowloon, Hongkong, 19th July, 1910. [841]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished. Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road, Central, Hongkong, 3rd March, 1910. [363]

TO LET.

AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "Biston," situated on Plantation Road. For Particulars, apply to—DENNIS & BOWLEY. Hongkong, 9th August, 1910. [922]

TO LET.

HOUSE, in Knutsford Terrace. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1910. [88

"PLASMON is the Best part of Nature's Best Food—MILK, and increases the food value enormously."—Lancet.

PLASMON COCOA

10 times more Nutritious than Ordinary Cocoa.

DELICIOUS. DIGESTIBLE.

Of all Chemists, Grocers and Stores.

Plasmon, Limited, London.

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

SHOULD TAKE

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 91d., 3/11 & 2/9.

COLEMAN'S WINCARNIS,

THE GREATEST TONIC IN THE WORLD.

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Scotch Road, Shanghai.

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27, DES VIGES ROAD, DUNDAS.

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection invited. 1789

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19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907 1546

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IRON, Steel, Metal and Hardware Merchants.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 33 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. 496

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED LONG FLAX

RELIANCE CROWN TARPAILING

ARNOLD, KARBURG & CO

Sole Agents.

15351

HONGKONG TIDE TABLE.

From August 11th to 16th, 1910.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Direction	Date	Time	Height	Direction
Tues.	9	11.25	ft.	11	4.22	ft.	in.
Wed.	10	11.43	ft.	12	4.30	ft.	in.
Thurs.	11	12.04	ft.	13	4.38	ft.	in.
Fri.	12	12.28	ft.	14	4.46	ft.	in.
Sat.	13	12.54	ft.	15	4.54	ft.	in.
Sun.	14	13.22	ft.	16	5.02	ft.	in.
Mon.	15	13.52	ft.	17	5.10	ft.	in.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 11th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.59	29.65	29.59
Temperature	88	80	80
Humidity	91	76	76
Wind Direction	SW	NW	W
Force	2	1	1
Weather	0	0	0
Rain	0	0.58	0

Highest open air Temperature on 10th, 88°
Lowest open air Temperature on 10th, 61°

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of **SOLIGNUM.**

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents, **SIEMSEN & Co.** (Machinery Dept.), Hongkong. 7487

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE DAIRY FARM CO., LTD.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. **A. S. WATSON & Co., Ltd.**

"MARTYRS TO SCIENCE."

A DANGER TO HUMANITY.

We must be jealous of the greatest title which history can bestow upon a human being. To die for the good of the human race is the noblest thing a man can do, the most exalting and that history can record, the divinest passport that a soul can bear to God. It is a dangerous and foolish thing lightly to call any man a martyr, however good, however brave.

A martyr is one who consciously lays down his life for humanity. Martyrdom is an act, not an accident. It is the final attestation of a soul to the truth of an ideal, the glorious and convincing proof of a superb unselfishness. If Socrates had not been a martyr, his death is would not have been a martyr, his death is bright with victory because he might have balked it, because, consciously and resolutely, he chose it. An engine-driver killed in a railway accident is not a martyr. A doctor who loses his life in trying to save a patient is not a martyr. And a man destroyed in experimenting with new mechanical inventions is not a martyr. None of these has any more title to the name of martyr than a man who meets death in the heat of a battle.

But there is a distinct tendency in these days to glorify the mortal who dies for science, particularly if that science is mechanical and dangerous. Most extraordinary things were said recently of the poor fellows who lost their lives in the French submarine *Pluvine*, and no aviator is ever now killed without a chorus of crowing and exulting. To call these men martyrs is an exaggeration so foolish that it need not be labored to effect their praise of any kind is a matter open to debate.

EXPERIMENTS AND EXHIBITIONS.

For it is wise to use the stimulus of public honour and public excitement, with the added zest of immense monetary reward, in a field of experiment where laborious patience is the first necessity of success and where humanity has not even yet determined the value of victory? The deplorable and tragic death of Mr. C. S. Rolls should force this question to an answer. He is not a martyr, but the destruction of his life is a loss to the world, and that life would surely have been now engaged in services to mankind if his experiments had not been turned into exhibitions, and the moral atmosphere of the nation had been less electric with excitement.

There are certain people making money out of aviation. It is to their interest that there should be accidents. The man who will risk his life for the sake of his money. The contests which they arrange must be dangerous to serve their purpose. The more excited and expectant the condition of the public mind the better business it is for them. But if there is one science more than another in which experiment should be conducted with extreme caution it is this particular science of aviation, which is an attempt on the part of man to defeat the elements. Let us suppose that all the nations of the world have confederately considered the matter, and are all agreed that what is called "conquest of the air" has for mankind incalculable blessing and no curse; even so, it is not the height of madness to rush the souls of experimenters into hasty trials and wildest efforts at perfection by means of these public shows and noisy rewards?

But it is by no means proved that aviation will bring happiness to the human race. While it continues a possibility among great blocks and masses of humanity, it might be easy to prove the contrary. Nevertheless, careless of the result, and driven forward by the almost drunken enthusiasm for mechanical evolution which is one of the supreme follies of our impatient days, men are calling upon other men to risk their lives in hazardous experiments and dangerous essays at a time when even the mere act of flying in the perfectest atmospheric conditions is attended by unending risk. To organize an exhibition of flying is to shoot an arrow into the dark of weather conditions, but to demand of aviators a display of freak flying in such an exhibition is to call death to the meeting.

TOWARDS MATERIALISM.

There is another and a larger question. This public excitement about flying is only a fresh evidence of the general tendency towards materialism. The ideals of humanity are no longer moral and spiritual. Millennium is to be reached on a mono-rail or in a mono-plane, and the prophet's vision of happiness has shrunk to eighty-miles-an-hour. Our god is speed, our religion a machine. And so hither our quest of speed that we have no time quietly to sit down and enumerate the benefits it will bring or to reflect upon the questions its achievement will still leave unanswered.

The attitude of Rankin towards the railway may have been a wrong one, but more wrong, infinitely more wrong, is that attitude towards life which leaves entirely out of count the spiritual nature of man, and sees in the perfecting of mechanism the end of existence. Life is greater than its contrivance. To fly through the air without danger, to travel over the earth's surface at a hundred miles an hour, to have no need for hand labor or any day's toil, will bring no peace to the soul of man. And to seek these

ends so earnestly and impatiently, to attach so much importance to them, and to organize a continual public excitement about them, is to cloud the rightful issues of life, and to darken the only natural line of man's advance. For the advance of mankind is not towards mastery of mechanism and the elements, but towards self-mastery. The field of inquiry is consciousness, the destiny of the race is spiritual, and the only happiness possible to the sons of men is a happiness of the heart.

Therefore is all the present excitement concerning aviation a palpable and shameful danger to humanity.—Harold Begbie in the *Daily Chronicle*.

ON BOARD A CHALOUPPE.

You clamber on board the *chalouppe*, as the steamers which ply upon the Makong are locally called, across the docks of one or more moored vessels, shouldering your way as best you can through glamorous mobs of natives, and deposit your baggage upon the deck, the foot of the waiting passengers. There is cabin accommodation of a sort for about a dozen white folk, and more than double that number of Europeans are on board. If you are big, resolute, can stamp hard and have no care for other folk's toes, you can find sufficient standing-room. Native families will camp contentedly about and on your feet: native brats, with hands, awfully smeared with sticky substances, will climb up your legs; your boxes will be flung into a heap among the firewood. Somewhere, mysterious, veiled, majestic, presiding deity, called a Commissaire, occupies a hidden shrine. If you ask to have him produced, Chinese servants will lay their cheeks on the palms of their hands, close their eyes, and simulate slumber. If you penetrate to his tabernacle, you will see the substantial hind-quarters of this divinity clothed in close-fitting duck. His face is to the wall; you can hear him sleeping. To wake him is to make bad worse—very much worse. To wait for him to awake is tedious, but the beginning of all wisdom on a *chalouppe* plying on these Eastern rivers. Some time during the morning he will lounge up on deck, clear a space for the European passengers by sweeping the native camps into little heaps with his foot, will take your money or look at your ticket, and will thereafter be comfortably conscious that the whole duty of man has been triumphantly performed. Then he will go to sleep again, till noon.

Twice a day you will be fed, much as beasts are fed, in droves. If you are persistent, and clamorous, you may raise in the course of time a pale liquid and some unappetising apparatuses which masquerade as afternoon tea; but this is an innovation, and by no means to be encouraged. Finding somewhere to sleep is an operation which stimulates every inventive and combative instinct that may be latent in you. Of course, you have your camp-bed. If this is no contrivance as to open with a spring and a bound, you must take full advantage of its possibilities as a weapon of offence, for now you have to battle, not for standing but for sleeping-room. In a space the size of a cock-pit a dozen fevered Frenchmen are struggling with the mysteries of patent camp-beds—camp-beds that fit into a sponge-bag and elongate, telescope fashion, till they stretch half across the deck camp-beds that open nicely, but let their owners' heads fall upon the planks, like the head of the unfortunate Mantellini, camp-beds that will not open at all; camp-beds that open reluctantly and thereafter assume shapes of fantastic and obstinate crookedness; camp-beds that render their owners hot or cold, ejaculatory blasphemous, stantly dumb with rage or lucidly eloquent. There are some, too, which seem to bite like dogs, for now and then a scream arises, and the heart of the companion dances an agonised figure, with its fingers in its mouth, and a face distorted by pain about fluttering pyjamas.—From "In Kamboja," by Hugh Clifford, in *Blackwood*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 11th at 12.10 p.m.—Pressure remains low over China and the barometer is still falling along the coast, particularly in the North.

Pressure is relatively high over the S. part of the China Sea.

The Japanese returns for this morning are not in hand.

Fresh S. and S.W. winds may be expected in the Formosa Channel, and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.56 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S. W. winds, fresh, squally, thunder showers.
Formosa Channel	S. and S. W. winds, fresh.
South coast of China between Hongkong and Izu	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

CONVINCING PROOF

Don Quixote said "the proof of the pudding is the eating." The proof of the value of Mother Seigel's Syrup is in the personal experience of the hundreds of thousands of people whom it has cured of stomach and liver disorders. If you have no appetite, and cannot digest food, if you suffer from headaches, biliousness, constipation, anemia, or any kind of trouble, arising from a disordered state of the stomach or liver, Mother Seigel's Syrup will cure you. The herbal extracts of which it is made will restore your stomach and liver to working order, give perfect digestion, make food nourish you, and thus keep you in excellent health.

THAT—MOTHER

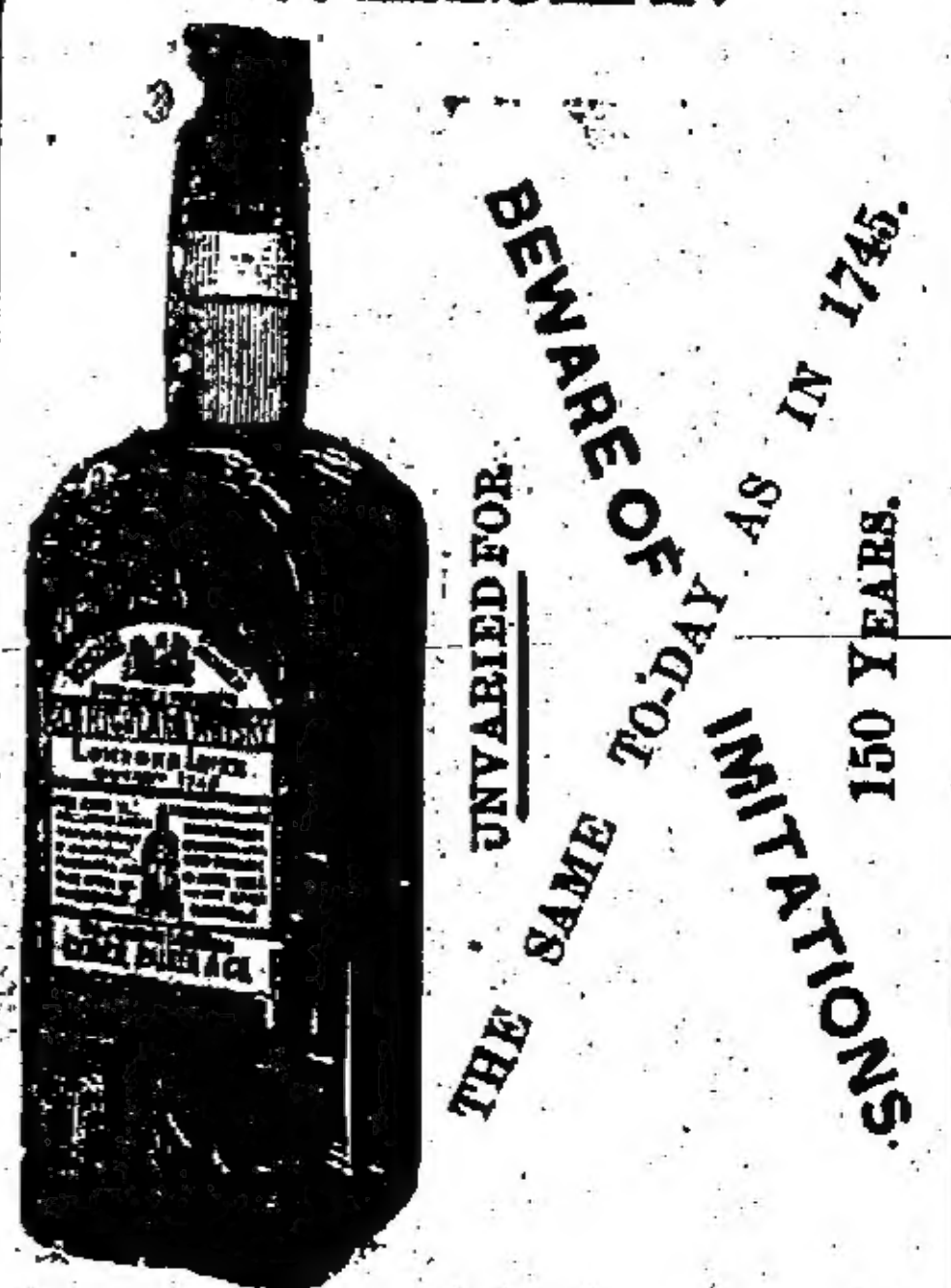
SEIGEL'S SYRUP

Mrs. Muddleston, Eclipse Dining Rooms, near South Wigston Station, Leicester, says:—"I had severe indigestion—pains in the chest after meals, and gradually it got round my heart, giving me there a most awful pain, which made me feel sick. I couldn't sleep. My appetite left me. I was so run down I couldn't work. After only one bottle of Mother Seigel's Syrup I was cured."

CURES

STOMACH AND LIVER TROUBLES

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG: **LANE, CRAWFORD & CO.,** and from ALL WINE MERCHANTS. [46]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [631]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA COAL, YAMAGUCHI, KAMAMATSU, SAYO, SHIMANE and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

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Cable addresses for above, "IWASAKI" Codes, AI, ABO 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

CHAPOTEAUT'S MORRHUOL

Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANIA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Moron."

From Australia ex s.s. "Macedonia."

From Calcutta, ex s.s. "Nampur."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 3rd August, 1910. [1]

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"CARNARVONSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 a.m. on the 13th inst. No Claims will be admitted after goods have left the Godowns, nor will they be recognised if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th August, 1910. [916]

FROM EUROPE.

THE H.A.L. Steamship

"SPESIA"

Captain Faass, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained after Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on-wards notice to the contrary be given before 10 a.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—

Ex s.s. "Sonack" from Sotobal.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 8th August, 1910. [917]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

SEDE IN ROMA.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"TSCHIA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 5th August, 1910. [4]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m.

All Claims must reach us before the 20th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 9th August, 1910. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 10th August, 1910. [1]

SIEMSEN & CO.,



PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Bertram	About 18th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. Powell	Noon, 20th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA Capt. D. C. Gregor, R.N.R.	About 25th Aug.	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 12th August, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CEBU	"CHIEH"	On 12th Aug. 4 P.M.
SAIGON	"HANGCHOW"	On 12th Aug. 6 P.M.
SHANGHAI	"ANHUI"	On 14th Aug. 4 P.M.
ILIOLO & CEBU	"KAIFONG"	On 15th Aug. 4 P.M.
MANILA	"TEAN"	On 16th Aug. 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 17th Aug. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FAIRIES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEYAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 12th August, 1910
BUTTERFIELD & SWIRE, AGENTS. 36, 10

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to
HONGKONG, 30th July, 1910.
MELOCHERS & CO., AGENTS. 6

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 12th Aug., 4 P.M.
SHANGHAI via NINGPO	"ESANG"	Saturday, 13th Aug., Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 15th Aug., Noon.
TIENTSIN	"CHEONGSANG"	Tuesday, 15th Aug., Noon.
SHANGHAI, KOBE & MOJI	"ROKSANG"	Friday, 19th Aug., 4 P.M.
MANILA, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug., Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "POONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephone No. 215, Sul. Exch. 4.
For Freight or Passage, apply to
HONGKONG, 12th August, 1910.
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 14

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY AND FOOCHOW AND RETURN.	"HAIYANG"	FRIDAY, 12th Aug., at 10 A.M.
	"HAICHING"	TUESDAY, 16th Aug., at 10 A.M.
	"HAITAN"	FRIDAY, 19th Aug., at 10 A.M.
FOR SWATOW AND RETURN.	"HAIMUN"	SUNDAY, 14th Aug., at 10 A.M.
		WEDNESDAY, 17th Aug., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blakely Pier).
During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.
Hongkong, 12th August, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	S.S. SPEZIA	12th Aug.
	S.S. ALESIA	25th Aug.
	S.S. AMBRIA	8th Sept.

Further Particulars, apply to—
HONGKONG, 6th August, 1910.
HAMBURG-AMERIKA LINIE, Hongkong Office. 11

SOUTH AMERICAN LINE.

FOR	STEAMERS	TO SAIL
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).	S.S. KIYO MARU	17,200 tons gross ... Sail Aug. 25th, at Noon.
	S.S. BUYO MARU	10,500 " " " " " Oct. 22nd, at Noon.
	S.S. HONGKONG MARU	11,000 " " " " " Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
Hongkong, 6th July, 1910.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thomson, 9,000		WEDNESDAY, 17th Aug., at Daylight
	HITACHI MARU Capt. N. Mathieson, 7,000		WEDNESDAY, 31st Aug., at Daylight
	MIYAZAKI MARU Capt. T. Mura, 9,000		WEDNESDAY, 14th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hiortdahl, 7,000		SATURDAY, 10th Sept., from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 16th Aug., at 4 P.M.
	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 2nd Sept., at Noon
	YAWATA MARU Capt. T. Sekino, 5,000		FRIDAY, 30th Sept., at Noon
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura, 6,000		WEDNESDAY, 17th Aug.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope, 9,000		THURSDAY, 18th Aug., at Noon
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. G. Parsons, 7,000		TUESDAY, 23rd Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekino, 5,000		WEDNESDAY, 31st Aug., at Noon

CHEAPEST SUMMER RATES

BETWEEN	HONGKONG	AND	JAPAN PORTS.
Commencing "Aki Maru" 30th May, ending 30th September, 1910.			
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.			
Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS \$120	\$110	\$100	\$90
2nd " \$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.
Calling at Saigon.
Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.
T. KUSUMOTO, MANAGER. [13-125]
Hongkong, 1st August, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Rodger	Manila	On 13th Aug., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 20th Aug., Noon.

For Freight or Passage apply to
HONGKONG, 1st August, 1910.
SHEWAN, TOMES & Co., General Managers. [12]

JAVA-CHINA-JAPAN LIJN

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIKINI	SHANGHAI	First half of Aug.	JAVA	Second half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILLIOW	JAVA	First half of Sept.	SHANGHAI	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 9th August, 1910.
Telephone No. 375. [15]

OSAKA SHOSEN KAISHA.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
KOBE (Direct)	"DAIGI MARU" Capt. ...		FRIDAY, 12th Aug., at Noon.
TAMUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. Y. Yamamoto		MONDAY, 15th Aug., at Noon.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. H. Murayama		WEDNESDAY, 17th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.
CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Yusen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.
HONGKONG-NANKING, RETURN.
1st CLASS \$73.00 2nd CLASS \$55.00 3rd CLASS \$27.00.
1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.
T. ARIMA, MANAGER.
7031

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[537]

SHIPPING REPORTS.	PASSENGERS.
The British str. <i>Huichow</i> reports: Fine weather. The British str. <i>Chihli</i> reports: Light variable airs and fine weather.	Per <i>Goeben</i> , for Shanghai, Miss Gowen, Mr. H. Beyer, Mr. W. S. Lee, Mr. Ahlong, Mr. A. Haran, Mr. J. Howard, Miss Diamond, Mr. and Mrs. Jones; for Nagasaki, Mr. G. Groben; for Kobe, Mr. P. O. Brain; for Yokohama, Mrs. Stevenson, Mr. J. Jansen, Mr. H. Dicks, Mr. Latcham, Mr. J. B. Patterson and H. R. Tamm.
VESSELS IN DOCK.	
August 11th. Kowloon Dock— <i>Hoangho, Gloria, Paul Bean, H.M.S. Takai, San Juan, Corvira.</i> TAIKOO Dock— <i>Union, Simonyan, Manchuria, Yokoh</i>	

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43-21

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Ville de la Ciotat*, with the French mail of the 15th July, left Saigon on Thursday,
the 11th inst., at 6 p.m., and may be expected here on or about Sunday, the 14th inst., p.m.
The *Chonan*, with the Siberian mail, is due to arrive at this port on Sunday, the 14th inst.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haiyang	Friday, 12th, 9.00 A.M.
Manila	Chunfa	Friday, 12th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tymaki	Friday, 12th, 11.00 A.M.
Kobe	Daigi Maru	Friday, 12th, 11.00 A.M.
Macao	Sui Tai	Friday, 12th, 1.15 P.M.
Manila	Yuenang	Friday, 12th, 3.00 P.M.
Cebu	Chihli	Friday, 12th, 3.00 P.M.
Hai Phong	Makilde	Friday, 12th, 5.00 P.M.
Saigon	Hongchow	Friday, 12th, 5.00 P.M.

Manila	Babi	Saturday, 13th, 10.00 A.M.
Ningpo and Shanghai	Shang	Saturday, 13th, 10.00 A.M.
Singapore, Penang and Bombay	Ichia	Saturday, 13th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
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SIBERIAN MAIL TO EUROPE

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HINTS TO DECORATORS

FOR USING

Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of
a good thick cream. (These quantities are only approximate and judgment must be exercised in the
mixing.) If the Distemper has become stiff, hot water should be used, as it must be exercised in the
mixing. If the Distemper is to be used on the walls or ceiling before applying the Distemper.
Wall papers may be painted without removing them, if the pattern is not too prominent and if the
paper contains no gold, but two coats will probably be required.

When walls are very porous or repaired, causing too much or unequal suction, we recommend a
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more
washable than if otherwise would be. For very damp walls give a first coat of "SECCO" Damp
Resister, also apply this to all damp patches and to places where the lime or salt is working out of the
plaster.

White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours.
When necessary to lighten any of the shades, Cream (No. 17) should be used for mixing instead of white.
Dry colours must not be used for altering the shades, as they take away the binding properties of
the Distemper and do not mix evenly.

All shades marked * by the side of the numbers in Colour Book and on the show-cards, may be
used for new plastered walls. Any other shades should not be used on damp plaster.

The Distemper should not be mixed too thickly, one coat is usually sufficient, even on new work,
and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the paint can be washed. This operation should
be done with a sponge wetted with tepid water and passed gently over the wall.

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Mr. Q. J. Gorman	Mr. P. J. Gorman
Mr. P. J. Gorman	Mr. O. J. Gorman
Mr. O. J. Gorman	Mr. N. J. Gorman
Mr. N. J. Gorman	Mr. M. J. Gorman
Mr. M. J. Gorman	Mr. L. J. Gorman
Mr. L. J. Gorman	Mr. K. J. Gorman
Mr. K. J. Gorman	Mr. J. J. Gorman
Mr. J. J. Gorman	Mr. I. J. Gorman
Mr. I. J. Gorman	Mr. H. J. Gorman
Mr. H. J. Gorman	Mr. G. J. Gorman
Mr. G. J. Gorman	Mr. F. J. Gorman
Mr. F. J. Gorman	Mr. E. J. Gorman
Mr. E. J. Gorman	Mr. D. J. Gorman
Mr. D. J. Gorman	Mr. C. J. Gorman
Mr. C. J. Gorman	Mr. B. J. Gorman
Mr. B. J. Gorman	Mr. A. J. Gorman
Mr. A. J. Gorman	Mr. Z. J. Gorman
Mr. Z. J. Gorman	Mr. Y. J. Gorman
Mr. Y. J. Gorman	Mr. X. J. Gorman
Mr. X. J. Gorman	Mr. W. J. Gorman
Mr. W. J. Gorman	Mr. V. J. Gorman
Mr. V. J. Gorman	Mr. U. J. Gorman
Mr. U. J. Gorman	Mr. T. J. Gorman
Mr. T. J. Gorman	Mr. S. J. Gorman
Mr. S. J. Gorman	Mr. R. J. Gorman
Mr. R. J. Gorman	Mr. Q. J. Gorman
Mr. Q. J. Gorman	Mr. P. J. Gorman
Mr. P. J. Gorman	Mr. O. J. Gorman
Mr. O. J. Gorman	Mr. N. J. Gorman
Mr. N. J. Gorman	Mr. M. J. Gorman
Mr. M. J. Gorman	Mr. L. J. Gorman
Mr. L. J. Gorman	Mr. K. J. Gorman
Mr. K. J. Gorman	Mr. J. J. Gorman
Mr. J. J. Gorman	Mr. I. J. Gorman
Mr. I. J. Gorman	Mr. H. J. Gorman
Mr. H. J. Gorman	Mr. G. J. Gorman
Mr. G. J. Gorman	Mr. F. J. Gorman
Mr. F. J. Gorman	Mr. E. J. Gorman
Mr. E. J. Gorman	Mr. D. J. Gorman
Mr. D. J. Gorman	Mr. C. J. Gorman
Mr. C. J. Gorman	Mr. B. J. Gorman
Mr. B. J. Gorman	Mr. A. J. Gorman
Mr. A. J. Gorman	Mr. Z. J. Gorman
Mr. Z. J. Gorman	Mr. Y. J. Gorman
Mr. Y. J. Gorman	Mr. X. J. Gorman
Mr. X. J. Gorman	Mr. W. J. Gorman
Mr. W. J. Gorman	Mr. V. J. Gorman
Mr. V. J. Gorman	Mr. U. J. Gorman
Mr. U. J. Gorman	Mr. T. J. Gorman
Mr. T. J. Gorman	Mr. S. J. Gorman
Mr. S. J. Gorman	Mr. R. J. Gorman
Mr. R. J. Gorman	Mr. Q. J. Gorman
Mr. Q. J. Gorman	Mr. P. J. Gorman
Mr. P. J. Gorman	Mr. O. J. Gorman
Mr. O. J. Gorman	Mr. N. J. Gorman
Mr. N. J. Gorman	Mr. M. J. Gorman
Mr. M. J. Gorman	Mr. L. J. Gorman
Mr. L. J. Gorman	Mr. K. J. Gorman
Mr. K. J. Gorman	Mr. J. J. Gorman
Mr. J. J. Gorman	Mr. I. J. Gorman
Mr. I. J. Gorman	Mr. H. J. Gorman
Mr. H. J. Gorman	Mr. G. J. Gorman
Mr. G. J. Gorman	Mr. F. J. Gorman
Mr. F. J. Gorman	Mr. E. J. Gorman
Mr. E. J. Gorman	Mr. D. J. Gorman
Mr. D. J. Gorman	Mr. C. J. Gorman
Mr. C. J. Gorman	Mr. B. J. Gorman
Mr. B. J. Gorman	Mr. A. J. Gorman
Mr. A. J. Gorman	Mr. Z. J. Gorman
Mr. Z. J. Gorman	Mr. Y. J. Gorman
Mr. Y. J. Gorman	Mr. X. J. Gorman
Mr. X. J. Gorman	Mr. W. J. Gorman
Mr. W. J. Gorman	Mr. V. J. Gorman
Mr. V. J. Gorman	Mr. U. J. Gorman
Mr. U. J. Gorman	Mr. T. J. Gorman
Mr. T. J. Gorman	Mr. S. J. Gorman
Mr. S. J. Gorman	Mr. R. J. Gorman
Mr. R. J. Gorman	Mr. Q. J. Gorman
Mr. Q. J. Gorman	Mr. P. J. Gorman
Mr. P. J. Gorman	Mr. O. J. Gorman
Mr. O. J. Gorman	Mr. N. J. Gorman
Mr. N. J. Gorman	Mr. M. J. Gorman
Mr. M. J. Gorman	Mr. L. J. Gorman
Mr. L. J. Gorman	Mr. K. J. Gorman
Mr. K. J. Gorman	Mr. J. J. Gorman
Mr. J. J. Gorman	Mr. I. J. Gorman
Mr. I. J. Gorman	Mr. H. J. Gorman
Mr. H. J. Gorman	Mr. G. J. Gorman
Mr. G. J. Gorman	Mr. F. J. Gorman
Mr. F. J. Gorman	Mr. E. J. Gorman
Mr. E. J. Gorman	Mr. D. J. Gorman
Mr. D. J. Gorman	Mr. C. J. Gorman
Mr. C. J. Gorman	Mr. B. J. Gorman
Mr. B. J. Gorman	Mr. A. J. Gorman
Mr. A. J. Gorman	Mr. Z. J. Gorman
Mr. Z. J. Gorman	Mr. Y. J. Gorman
Mr. Y. J. Gorman	Mr. X. J. Gorman
Mr. X. J. Gorman	Mr. W. J. Gorman
Mr. W. J. Gorman	Mr. V. J. Gorman
Mr. V. J. Gorman	Mr. U. J. Gorman
Mr. U. J. Gorman	Mr. T. J. Gorman
Mr. T. J. Gorman	Mr. S. J. Gorman
Mr. S. J. Gorman	Mr. R. J. Gorman
Mr. R. J. Gorman	Mr. Q. J. Gorman
Mr. Q. J. Gorman	Mr. P. J. Gorman
Mr. P. J. Gorman	Mr. O. J. Gorman
Mr. O. J. Gorman	Mr. N. J. Gorman
Mr. N. J. Gorman	Mr. M. J. Gorman
Mr. M. J. Gorman	Mr. L. J. Gorman
Mr. L. J. Gorman	Mr. K. J. Gorman
Mr. K. J. Gorman	Mr. J. J. Gorman
Mr. J. J. Gorman	Mr. I. J. Gorman
Mr. I. J. Gorman	Mr. H. J. Gorman
Mr. H. J. Gorman	Mr. G. J. Gorman
Mr. G. J. Gorman	Mr. F. J. Gorman
Mr. F. J. Gorman	Mr. E. J. Gorman
Mr. E. J. Gorman	Mr. D. J. Gorman
Mr. D. J. Gorman	Mr. C. J. Gorman
Mr. C. J. Gorman	Mr. B. J. Gorman
Mr. B. J. Gorman	Mr. A. J. Gorman
Mr. A. J. Gorman	Mr. Z. J. Gorman
Mr. Z. J. Gorman	Mr. Y. J. Gorman
Mr. Y. J. Gorman	Mr. X. J. Gorman
Mr. X. J. Gorman	Mr. W. J. Gorman
Mr. W. J. Gorman	Mr. V. J. Gorman
Mr. V. J. Gorman	Mr. U. J. Gorman
Mr. U. J. Gorman	Mr. T. J. Gorman
Mr. T. J. Gorman	Mr. S. J. Gorman
Mr. S. J. Gorman	Mr. R. J. Gorman
Mr. R. J. Gorman	Mr. Q. J. Gorman
Mr. Q. J. Gorman	Mr. P. J. Gorman
Mr. P. J. Gorman	Mr. O. J. Gorman
Mr. O. J. Gorman	Mr. N. J. Gorman
Mr. N. J. Gorman	Mr. M. J. Gorman
Mr. M. J. Gorman	Mr. L. J. Gorman
Mr. L. J. Gorman	Mr. K. J. Gorman
Mr. K. J. Gorman	Mr. J. J. Gorman
Mr. J. J. Gorman	Mr. I. J. G